

# SafeRoutes

Louisiana Safe Routes to School



## 2010

## APPLICATION

INFRASTRUCTURE PROJECTS  
AND  
NON-INFRASTRUCTURE ACTIVITIES

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT



STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT



2010 SAFE ROUTES TO SCHOOL APPLICATION

Date Rec'd: \_\_\_\_\_  
(For office use only)

All sections must be completed (See application instructions)

**APPLICANT INFORMATION**  
(IF OTHER THAN SPONSOR)

Organization: \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_  
Phone \_\_\_\_\_  
E-mail: \_\_\_\_\_ Fax Number: \_\_\_\_\_

**SPONSOR INFORMATION**

Sponsoring Agency Name: Lafayette Consolidated Government - MPO  
(Please note, Sponsor must be a governmental agency)  
Type of Sponsor: ☐ University ☐ School Board ☒ Local Government ☐ State Government  
☐ Local Public Works ☐ Other  
Is the Sponsoring Agency willing to accept liability and maintenance of the project? Yes  
Address: P.O. Box 4017-C Phone: (337)291-8016  
City: Lafayette State: LA Zip: 70502  
Contact Person: Melanie Bordelon Title: Planner II  
E-mail: mbordelon@LafayetteLA.gov Fax Number: (337) 291-8458

**PROJECT SUMMARY INFORMATION**

Name of Project: Ernest J. Gallet Safe Routes to School Program

Brief description: The proposed project will construct a sidewalk connecting E.J. Gallet Elementary school to an adjacent subdivision with existing sidewalks. This sidewalk connection will provide connectivity to the school and potentially reduce the number of parent using the parent pick-up driveway. The project will also include activities to encourage students to walk to school.

Estimated cost: \$ 117,476.60 Project Location (City/Parish): Lafayette Parish  
Project is located in: State House District No. 43 State Senate District No. 23  
See <http://www.legis.state.la.us/> to obtain district numbers.

### Other considerations for eligibility

1. Is this project a part of a phased project? Yes Which phase of the series? Phase 1  
List other phases: Phases 2 and 3 (as described in Attachment G)
2. For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project? Yes (If yes, please attach the MPO letter of endorsement.)
3. Has a local resolution endorsing the project and committing to provide any maintenance requirements been issued by the city or parish and included with this application? Yes – LPSS
4. Does all right-of-way necessary for the project fall within public ownership or lease? Yes  
If no, can the applicant/sponsor obtain the property by Fee Simple or 25 year lease within 1 year of acceptance in the program?
5. Will all or part of the project be constructed inside State-Maintained Highway right-of-way? Yes  
(If yes, please attach a letter or email of 'no objection' from the local DOTD District Office.)
6. Does any part of the project encroach on or cross railroad ROW? No
7. Is the Sponsor aware that the project must conform to applicable requirements of Americans with Disabilities Act (ADA) or any other state or federal laws concerning accessibility? Yes
8. Indicate below the SRTS category that your project addresses? (check all that apply)

### INFRASTRUCTURE

- ☐ Sidewalk improvements: Sidewalk Construction
- ☐ Traffic calming and speed reduction improvements:
- ☐ Pedestrian and bicycle crossing improvements
- ☐ On-street bicycle facilities
- ☐ Off-street bicycle and pedestrian facilities
- ☐ Secure bicycle parking facilities:
- ☐ Traffic diversion improvements:
- ☐ Other: Please explain \_\_\_\_\_

### NON-INFRASTRUCTURE

- ☐ Bicycle and pedestrian safety curricula, materials and trainers.
- ☐ Training, including SRTS training workshops that target school- and community-level audiences.
- ☐ Modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- ☐ Safety and educational tokens that also advertise the program.
- ☐ Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- ☐ Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- ☐ Costs for additional law enforcement or equipment needed for enforcement activities.
- ☐ Equipment and training needed for establishing crossing guard programs.
- ☐ Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts, not to pay volunteers for their time. The maximum value of a stipend is \$2000/school year.)
- ☐ Other: Please explain \_\_\_\_\_

## SCHOOL INFORMATION

School District: Lafayette Superintendent: Burnell Lemoine  
Address: PO Drawer 2158  
City: Lafayette State: LA Zip: 70502-2158  
Contact Person: Nicholas Thomas Title: Principal  
Phone: 337-856-1934 Fax Number: 337-856-1918 Email: ndthomas@lpssonline.com  
(A letter of support must be attached)

---

(If more than one school is involved, copy this page and complete information for each school)

School Name: Ernest Gallet Elementary School  
School mailing address: 2901 E. Milton Ave. Youngsville, LA 70592  
School physical address: 2901 E. Milton Ave. Youngsville, LA 70592  
Parish: Lafayette Elementary or Middle School? Elementary Grades: Pre-Kindergarten - 5th  
Number of Students: 1037 Number of Teachers: 59  
Principal's contact information: Name: Nicholas Thomas Phone Number: 337-856-1934  
(A letter of support must be attached, if application is not coming from the school.)

PTA/PTO contact information if applicable: Ashley Zanco, (337-216-0247), 119 Hamlet Lane, Lafayette, La. 70508

Who is your school's designated **Safe Routes to School Coordinator**? (Please give a name and email address) Nicholas Thomas ndthomas@lpssonline.com

Are students allowed to walk or bike to school? No If not, is the school proposing to change this policy? Yes Explain: Routes are not safe enough for students to walk or ride bikes to Ernest J. Gallet at this time. However, with the proper construction of safe routes we will allow walking and riding bikes to school.

Does the school currently have any Safe Routes to School Programs? No If yes, Please elaborate: \_\_\_\_\_

Note: Number after each item denotes the possible points awarded for that item.

**PROBLEM IDENTIFICATION**  
**Label your responses ATTACHMENT A**  
**25 Points**

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)
2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)
3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation. (5)
4. Provide summary reports of studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

**PROPOSED IMPROVEMENT/ACTIVITY**  
**Label your responses ATTACHMENT B**  
**30 Points**

1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. **Be specific.** Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)
2. Explain how each component of the 4 E's below was considered in the project. If one or more were not considered or incorporated, explain. (10)
  - a. **ENGINEERING** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
  - b. **EDUCATION** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
  - c. **ENCOURAGEMENT** - Using events and activities to promote walking and bicycling.
  - d. **ENFORCEMENT** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.



**MAPS, PLANS, & PHOTOGRAPHS**  
**Label your responses ATTACHMENT C**  
**10 Points**

1. Attach project location map(s); project boundary map and site plan (if available). (8)
2. Include photographs of the existing site and/or facility if applicable. (2)

Please note that this application will be reproduced, so please provide maps in a "reproducible friendly" format (on 8 ½" x 11" paper, No Polaroid pictures please). Comments on the projects should be outlined as captions.

**PROJECT SUPPORT**  
**Label your responses ATTACHMENT D**  
**10 Points**

1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project. (4)
2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility. (4)
3. Estimate the reoccurring funding required for the proposed project. (2)

**SURVEILLANCE AND EVALUATION**  
**Label your responses ATTACHMENT E**  
**10 Points**

1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)

**PROJECT COST**  
**Label your responses ATTACHMENT F**  
**15 Points**

1. Itemize ALL project elements and costs for which funding is being sought only. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, and construction layout (if layout is applicable and to be performed by contractor). Use the form in Appendix A for infrastructure cost estimate. Provide a separate estimate for non-infrastructure activities. (15)

All construction projects will be advertised and bid by DOTD and engineering firms will be advertised and selected by DOTD. Take this into consideration when preparing project costs.

Be sure to have as complete and accurate a cost estimate as possible for all phases of the work. Funding may not be available to cover inadequate cost estimates, and may jeopardize the completion of the project.

PROVIDE SEPARATE BUDGETS FOR INFRASTRUCTURE AND NON INFRASTRUCTURE PROJECTS.





**BONUS SECTION**  
**Label your responses ATTACHMENT G**  
**Bonus 10 Points**

Attach an Action Plan that consists of the following parts: (10)

1. Define all infrastructure improvements and non-infrastructure activities that have been identified as needed during the problem identification process but are not a part of this request.
2. Provide a cost estimate of each of the items.
3. Assign a priority for each element
4. Identify possible funding sources
5. Propose a time frame for accomplishing all elements.
6. Describe the actions that will be taken to accomplish the plan.

**CERTIFICATION**

The undersigned has authority to sign on behalf of the Sponsor and certifies that the undersigned has legal authority to enter into contract to implement this project. The undersigned certifies that all information provided is complete and accurate to their best knowledge. The undersigned acknowledges that if the project is accepted by the Safe Routes to School Program, that funding and scope of work requested in this application **shall not** be changed from that originally requested. Any additional costs will be borne by the Sponsor.

  
SIGNATURE

3/1/10  
DATE

L.J. "Joey" Durel, Jr.  
City-Parish President  
TITLE  
Lafayette Consolidated Government

PHONE NUMBER

PRINTED NAME

Email your application in a word document to [shalanda.cole@la.gov](mailto:shalanda.cole@la.gov) . Also, send one (1) bound application and four (4) stapled copies of the application.

The bound application and the extra 4 copies should be submitted to:

Louisiana Department of Transportation and Development  
Safe Routes to School Program  
Attention: Shalanda Cole, MBA  
Section 82  
P.O. Box 94245  
Baton Rouge, LA 70804-9245



***2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation.***

There are several obstacles to overcome for students to walk and/or bike to school. There is currently a “no-walk” policy in place at the school due to the high traffic volumes at and around the school coupled with the lack of safe sidewalk connections for walking or riding.

Crash data analysis for 2006-2008 does not indicate any crashes within a 3000’ radius area of Ernest J. Gallet Elementary. Both La. 92 (E. Milton Ave.) and Chemin Metairie Rd. are high volume roadways that are included in the Lafayette MPO traffic model. A map of the crash data and traffic volumes is located in the **Appendix**.

The 2009 projected traffic volumes in the school area indicate that the average daily traffic is:

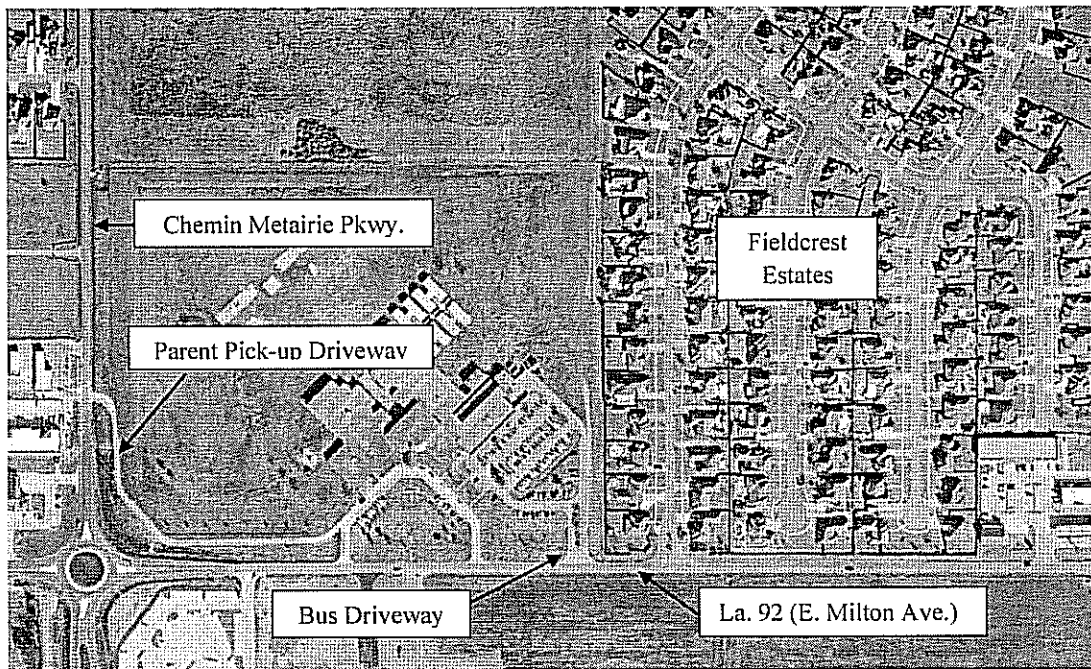
- La. 92 - (E. Milton Ave.)      **9,678** vehicles per day
- Chemin Metairie Rd.            **7,401** vehicles per day

The traffic volumes reflect the increased traffic caused by parents driving their children to and from school. The intent of this program is to provide a sidewalk connection to the school and provide safe conditions for children to safely walk and bike to school, thereby reducing the number of parents bringing their children to school. Also, the surrounding area is rapidly developing further increasing the traffic volume.

While Fieldcrest Estates residential development along the eastern boundary of the school has sidewalks, there are no sidewalks adjacent to school property along either La. 92 or Chemin Metairie, but recent commercial development across from the school property does include a sidewalk along a portion of La. 92. There are no crosswalks in the area of the school.

The open ditch drainage along both perimeter roadways is a hazard for students walking and biking to school. With no sidewalks or shoulders and open drainage along this area of the school, students would be forced to walk along the highway.

The school has three access driveways along La. 92 and one along Chemin Metairie. The 20 buses that access the school do so via the eastern driveway. Parents picking up and dropping off students do enter the school at the Chemin Metairie Drive and exit on to La. 92 at the middle driveway as shown in *Figure 2*.



*Figure 2 – Driveway Locations*

Local police provide a patrol officer at the bus drive entrance during arrival and dismissal times. Parent pick-up and drop-off traffic is coordinated by school personnel with walkie-talkies along the access driveway. During peak arrival /dismissal times, there is an overflow of cars on to Chemin Metairie Road.

Discussions with the principal indicate that some of the vehicles accessing the parent pick-up/drop-off area are from the Fieldcrest Estates area. Providing sidewalk access from the Fieldcrest Estates area could help to reduce the number of vehicles accessing the parent pick-up/drop-off driveway as well as reduce stacking along Chemin Metairie.

***3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide a summary of student surveys, parent surveys, etc. as supporting documentation.***

Mr. Thomas, principal of Ernest J. Gallet Elementary, is in support of the Safe Routes to School Program and the potential sidewalk connections to the school. While currently students are not allowed to walk to school, the residents of Fieldcrest Estates, the residential development to the east of the school, have expressed an interest in having the ability for their children to walk or bike to school. The school has an active PTA that is also supportive of the plan and will assist in portions of the non-infrastructure sections of the grant proposal.

Surveys were distributed to 1027 students in early February 2010. Results of the survey are summarized in *Figure 3*.

## School: Gallet Elementary







Number of Applicants: 563

Gender: Male and Female















Grade: Pre-K,K,1,2,3,4,5,6,7

Approximate Distance: 1/2 mile or less, 1/2 to 1 mile, 1 to 2 miles, and over 2 miles







### Transit:

School Bus	73.9%		416
Car	39.8%		224
Walk	0%		1
Bicycle	0%		1
City Bus	0.2%		1
other	2.3%		13

### Influence Decisions:

Lived closer to School	60.6%		341
Could walk with mother or father	36.6%		206
Could walk with other kids	25.9%		146
Had bike/walk Safety Classes	16.9%		95
Speed limits strictly enforced	35.9%		202
Street Lighting were provided	17.8%		100
could walk with adult or police presence along walk routes to school	36.1%		203
Had a specified walk and bike route	43.3%		244
The school provided bike racks	15.3%		86
There were fewer cars along route	36.4%		205
Additional school zone flashing	21%		118
School "Speed Spnes were Expanded	18.1%		102
There were better sidewalks	44.8%		252
Crossing guards were provided at busy intersections along route	44.8%		252

### Safety Problems:

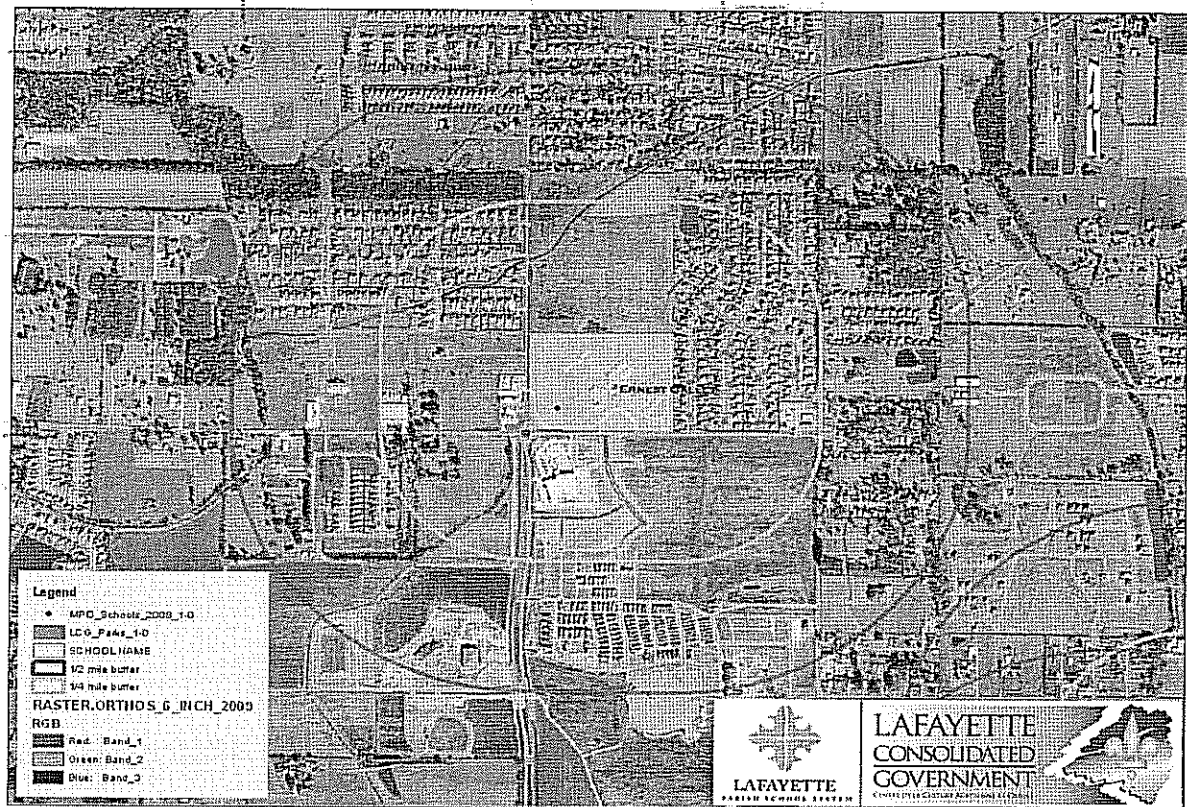
Dogs	0%		1
Crime	0.9%		5
Drugs	0%		1
High speed vehicles	21.3%		120
Broken Sidewalks	0.5%		3
No Sidewalks	21.8%		123

*Figure 3 – Survey Results*

**4. Provide summary reports of studies used to identify problems and recommended solutions where applicable.**

Ernest J. Gallet Elementary was selected as a candidate for the Safe Routes to School application through a process developed by the Lafayette Metropolitan Planning Organization (MPO) and the Lafayette Parish School System (LPSS). The Lafayette MPO staff met with LPSS administrative personnel to identify schools that might be good candidates for a Safe Routes to School program. Six schools were identified.

During the evaluation process for this grant, LPSS collaborated with the Lafayette MPO personnel by providing a map with student address points within the ¼ mile and ½ mile radius of school property. As shown in *Figure 4* there are approximately 40 student addresses within the Fieldcrest Estates development that could potentially participate in the first phase of a walking or biking program.



*Figure 4 – Students within ¼ - ½ mile radius.*

Lafayette MPO personnel met with the principals at the identified schools to discuss concerns about bicycle and pedestrian safety. These discussions included the current number of students walking and/or biking to school, existing walking patterns, arrival and dismissal procedures at each school, number of students, and number of buses. Principals also helped by identifying infrastructure and non-infrastructure projects that would be most beneficial to their school. The School Site Assessment criteria outline is included in the **Appendix**.

The results of the School Site Assessment for Ernest J. Gallet Elementary include the following:

- School Population: 1027
- Students in quarter mile radius: 51
- Parent Participation:
  - Very active PTO
  - Current Walkers: There is a “no walking” policy in place
  - Principal was enthusiastic about Safe Routes to School program
  - Principal indicated parents interest in having their children Walk or Bike to school
  - Almost half of the survey respondents listed lack of sidewalks as one of the impediments to their child walking to school
- Number of Buses: 17 to 20
- Free or reduced lunch: 34 %
- Field inventory:
  - Neighboring Fieldcrest Subdivision has existing sidewalks and street lighting throughout
  - Several potential connections to areas at Fieldcrest with easement” approvals
  - Open ditch along right-of-way perimeter roads, no sidewalks

After the site visits and meetings with principals, infrastructure and non-infrastructure projects were identified for each school. The proposed projects were then evaluated based on the following:

- Project viability
- Number of students currently walking and/or biking to school
- Potential to increase the number of students walking and/or biking to school
- Improved safety for students walking and/or biking to school
- Individual school interest in participating in the Safe Routes to School program
- Number of reduced and free lunch children that may have no other choice but to walk
- Considered whether the school was a neighborhood school as opposed to housing a School of Choice program that draws students from throughout the district



Ernest J. Gallet Elementary was selected as a good candidate and a strong pilot school for the Safe Routes to School program because of the following:

- Largest elementary school student body in Lafayette Parish
- Currently has no students walking or biking to school
- Potential 40-50 students within ¼ mile of the school
- Excellent walking conditions within Fieldcrest Estates; (buffered sidewalks, closed ditch drainage, street lighting)
- Proposed additional residential population north of school
- Several potential sidewalk connections with Fieldcrest Estates and other adjacent subdivisions for future phases
- Excellent parent participation in PTO and other volunteer programs
- School administration interested in implementing a Safe Routes to School program
- Large 'New Urbanism' subdivision, Sugar Mill Pond, that includes design criteria to encourage walking is within ¼ mile of the school

## **Attachment B: PROPOSED IMPROVEMENT/ACTIVITY**

- 1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc.*

### **Infrastructure**

The largest initial impact of a Safe Routes to School program for Ernest J. Gallet Elementary school would be to provide sidewalk or bikeway access from the school to the Fieldcrest Estates subdivision along the eastern boundary of the school and to existing and future residential developments to the north of the school. The plan view of the sidewalk/bikeway network proposed for Ernest J. Gallet Elementary and project phasing is included in Attachment 2 MAPS, PLANS & PHOTOGRAPHS. This Safe Routes to School grant application includes construction of *Phase I* of the project as shown in *Figure 5*.



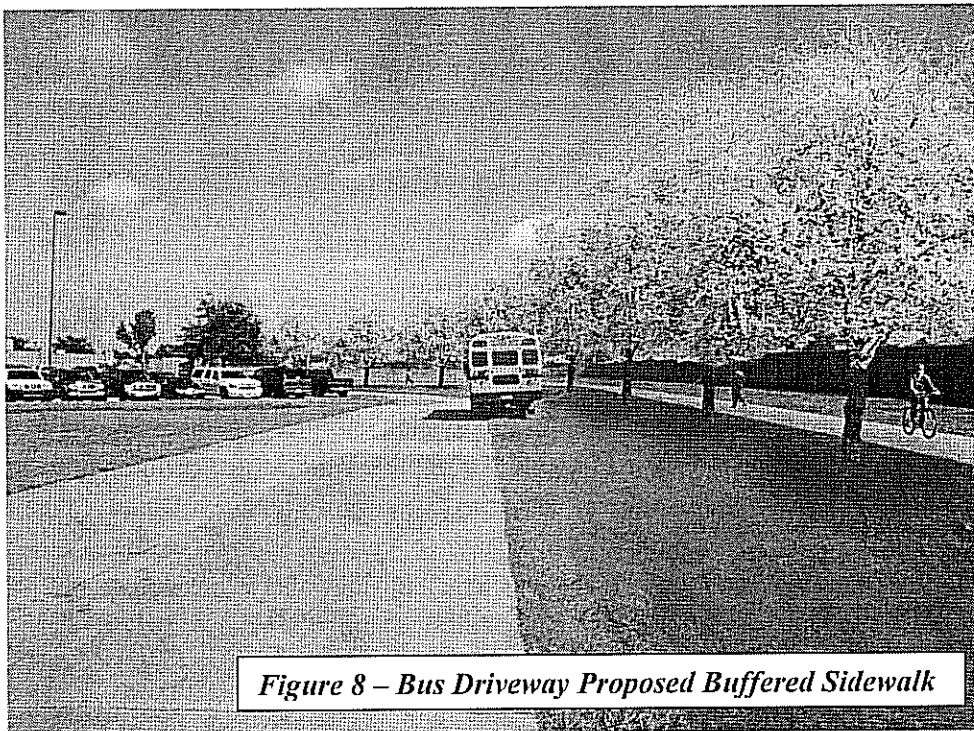
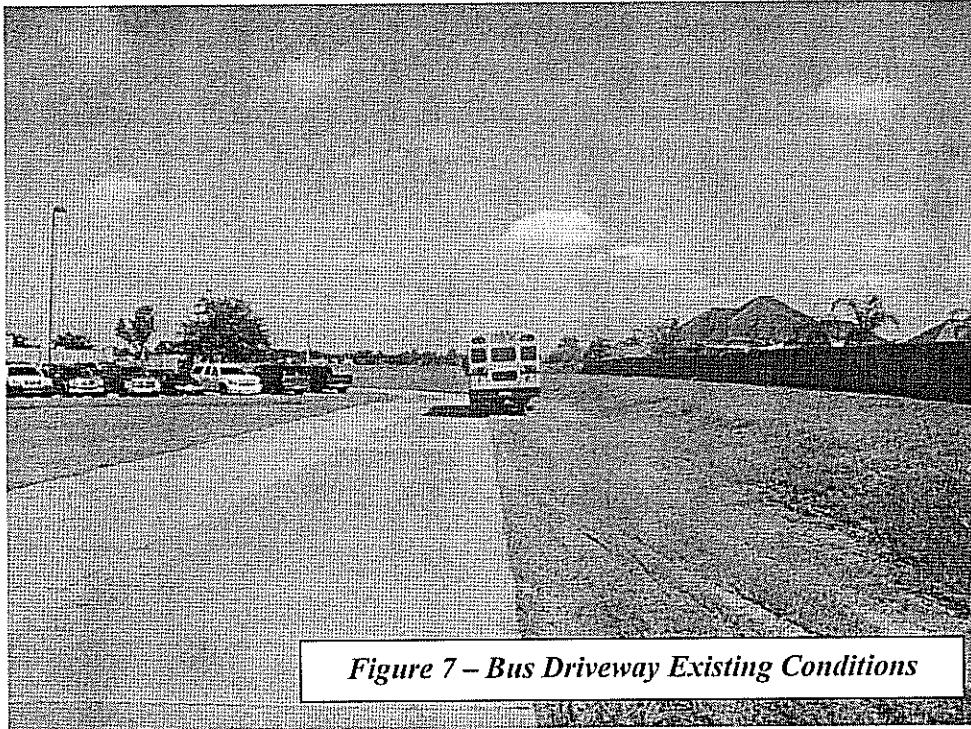
*Figure 5-Project Layout*

Fieldcrest Estates was built with amenities that include sidewalks set approximately 12 feet from the curb as shown in *Figure 6*. There are also street lights throughout this neighborhood which provide sufficient safety measures on this portion of the potential walking route between homes and the school.



*Figure 6- Fieldcrest Estates sidewalk*

Most of the existing Fieldcrest Estates sidewalks are within  $\frac{1}{4}$  mile proximity of the Ernest J. Gallet Elementary front entrance area. The biggest hurdle to children walking or bicycling from Fieldcrest Estates is the lack of connecting sidewalks along La. 93 (E. Milton Ave.) between Fieldcrest Parkway, the subdivision entrance, and the school. There are open ditches along the right-of-way of La. 92 that would force children to walk approximately 40 yards along the highway from the entrance of Fieldcrest Estates to the east entrance to the school. This is also the bus entrance; consideration would need to be made to have substantial separation between bus lane and sidewalks to provide a safe corridor for students. *Figure 7* shows existing conditions along the eastern bus driveway and *Figure 8* illustrates the proposed sidewalk and associated landscaping.



*Phase I* of the proposed project consists of the construction of a 5 foot wide sidewalk along La. 92 connecting the existing sidewalk along Fieldcrest Parkway, the entrance to Fieldcrest Estates, west along the right-of-way towards the bus driveway to Ernest J. Gallet Elementary. The proposed sidewalk will then be extended to the north from the bus driveway along the fence-line of Fieldcrest Estate's first three lots before angling northwest adjacent to the bus lane. The final segment of proposed sidewalk will complete the link to the existing bus drop-off/pick-up area. This design layout keeps the sidewalk and bus lane separate, and eliminates conflicts between pedestrian and bus traffic.

The majority of the proposed sidewalk will be constructed on the LPSS school property. This minimizes the costs associated with providing underground drainage and the concrete retaining wall for the existing ditch along the right-of-way on La.92 between Fieldcrest Parkway and the school property. It also provides additional separation between pedestrian and vehicular traffic. It is proposed that some tree planting line this section of the planned sidewalk to delineate this separation from the bus lane while providing much needed shade in our hot and humid climate.

The proposed project will also include an "Integrated Paving Concepts" (Coating & Thermoplastic for Asphalt Surfaces) at the bus entrance on La. 92. The location for the asphalt painted Lafayette Parish School System emblem for the bus entrance was selected to increase driver's attention to this key area which to promote traffic calming.

*Phases II and III* would improve connectivity to Fieldcrest Estates and other residential developments to the north of the school. There are preliminary plans for additional single family homes in the vacant/agriculture area just north of the school site. In planning for Phases II and III of the Safe Routes to School program, the developer will be requested to provide or allow for purchase of an easement along the eastern property line allowing a second phase sidewalk to be built. It could provide an important connection for the developments that are north and northwest of Fieldcrest Estates, which would provide additional access to approximately 50-60 students.

### **Non-Infrastructure**

In addition to constructing sidewalks to allow pedestrian and bike access to Ernest J. Gallet Elementary, this Safe Routes to School grant application identifies several non-infrastructure projects.

The school, in association with the PTO, will institute a campaign to encourage students to walk to school. This campaign will include incentives and promotional items with the Safe Routes to School logo.

A transportation alternative awareness campaign will be undertaken by the school to encourage biking and walking among the students and their parents. Maps will be created using the Lafayette MPO's Sidewalk and Bike Path Inventory to show students various routes to take to school. Teachers will be encouraged and supported to incorporate pedestrian activities into their educational programs; for example, a lesson on biology could be a "Walk Around the Human Body" activity. Parents will also get information about the impact of the projects funded by the grant, and how the projects are making walking and biking to school a safe alternative to vehicle based transportation.

The results of the parent surveys indicate concerns about traffic volumes and speeds in and around the school. As part of the Safe Routes to School grant funding will be provided for speed enforcement task force. Funding for the task force will provide for additional speed enforcement around the school during arrival and dismissal times.

The LPSS would like to fund a crossing guard training program. The course would cover proper crossing guard techniques, laws, policies, procedures, hazards, and safety issues.

*2. Explain how each of the 4 E's below were considered in the project. If one or more were not considered or incorporated, explain.*

- A. **ENGINEERING** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.

The engineering analysis for Ernest J. Gallet Elementary included evaluation of existing condition for the school site and adjacent roadways, traffic operations in and around the school, and potential student walking patterns.

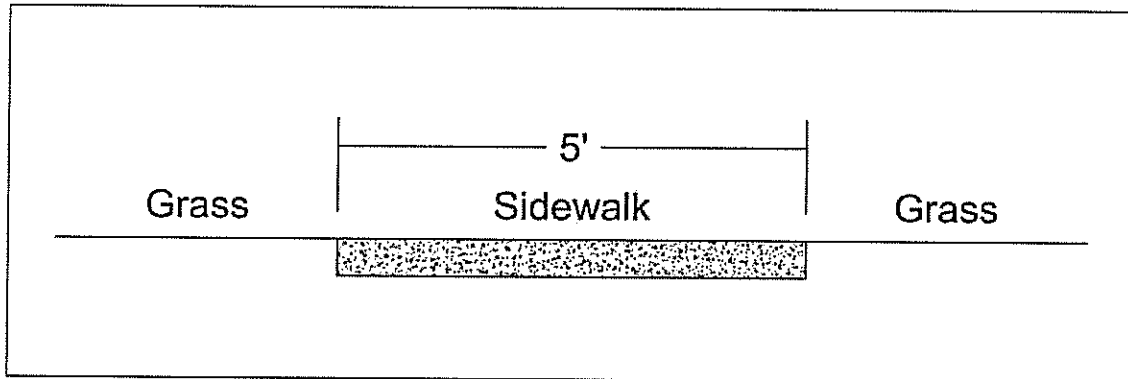
The proposed project will provide sidewalk access to Ernest J. Gallet Elementary. The sidewalk will connect the existing sidewalk along Fieldcrest Parkway to the eastern (bus) entrance to the school. The sidewalk was designed to provide a safe pedestrian path to the school while keeping pedestrian and vehicular traffic separate.

As part of the proposed project school speed zone limits and locations will also be evaluated. Many of those surveyed indicated that vehicle speed was an issue.

## Ernest J. Gallet Sidewalk Plan

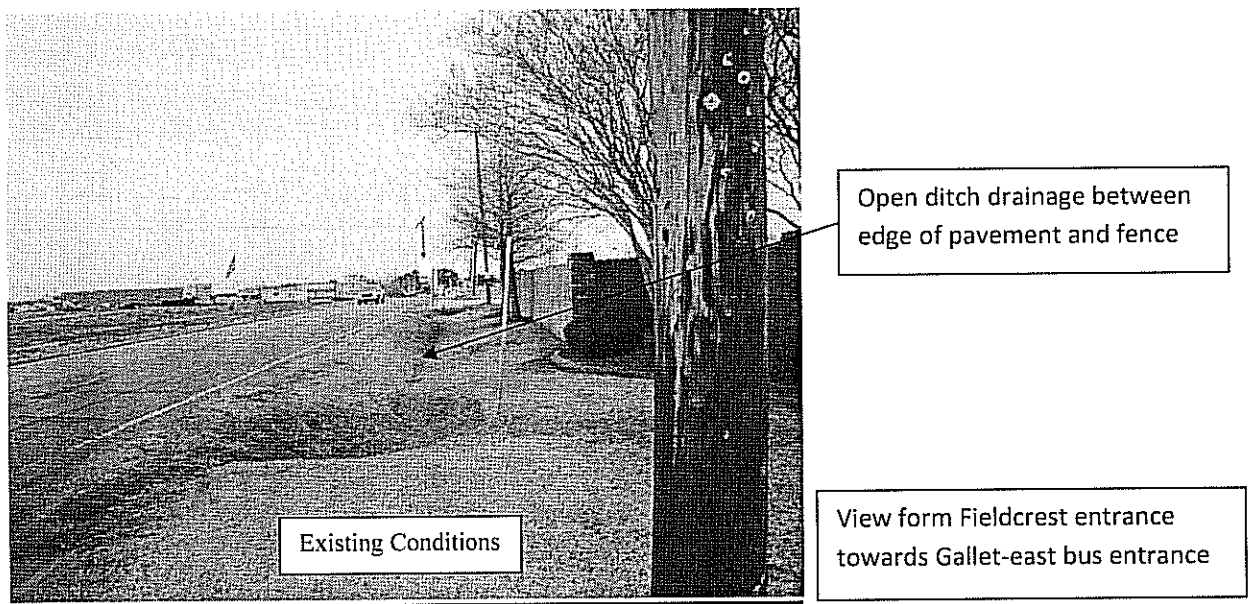
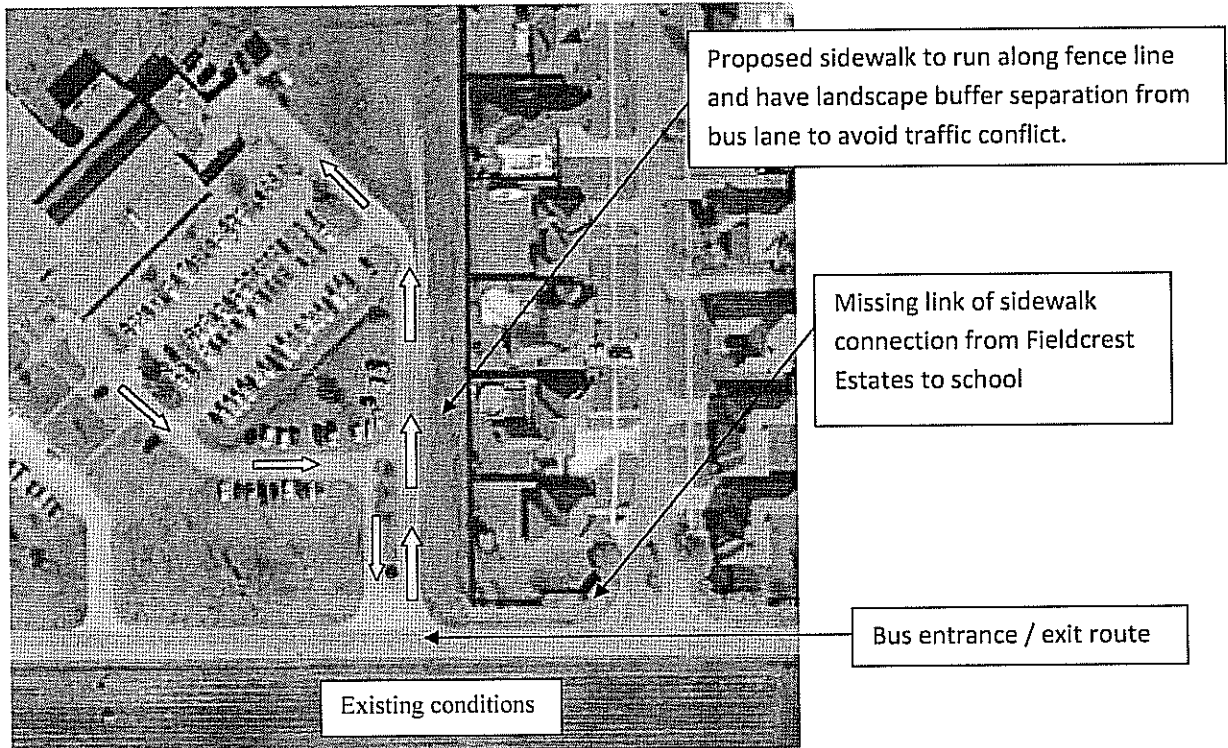


*Ernest J. Gallet Elementary - Proposed Sidewalk Plan*



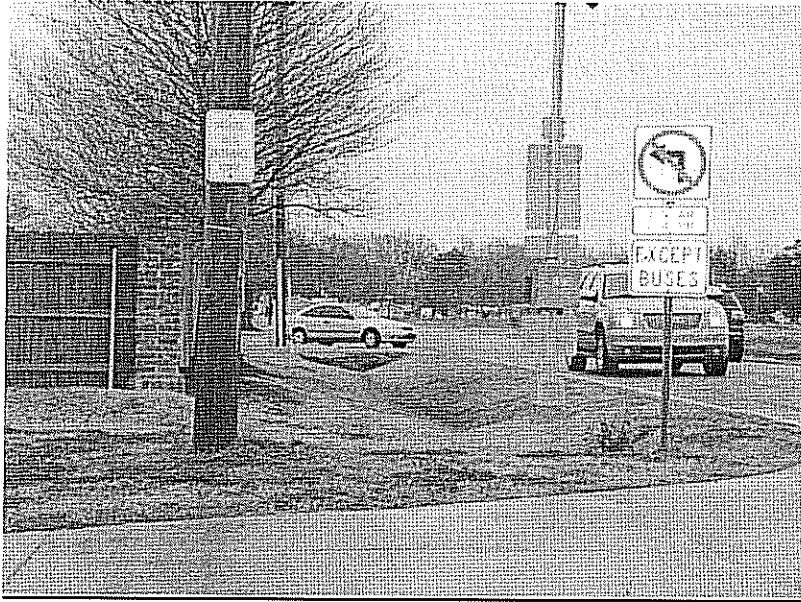
*Proposed Typical Section*



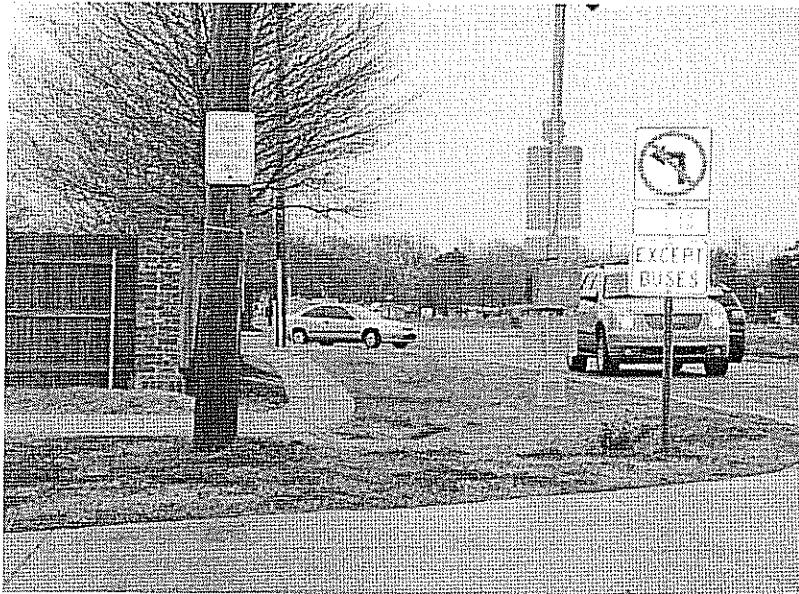


### Bus Entrance / Exit





Existing view from Gallet - east  
bus driveway to Fieldcrest  
entrance



Conceptual image of sidewalk  
connection from bus entrance  
to Fieldcrest entrance

## **Attachment D: PROJECT SUPPORT**

### ***1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project.***

Over the past year, collaboration between Lafayette Consolidated Government and the Lafayette Parish School Board has brought together the two entities on several projects. One of the more important projects is the Safe Routes to School program. While the program is still in the early stages, the need to improve the walkability of schools in the area is evident. Community support for the Safe Routes to School program as well as this application for Ernest J. Gallet Elementary School is evident in the attached letters of support. This Safe Routes to School application for Ernest J. Gallet Elementary includes letters of support from the following:

#### **Ernest Gallet Elementary Letters of Support**

Nicholas Thomas, Principal

Wilson B. Viator, Jr., Mayor – City of Youngsville

Ashley Zanco, Parent Teacher Organization President

Donna Vincent, Parent of a 4<sup>th</sup> grader and resident of Fieldcrest Neighborhood

Burnell Lemoine, Superintendent

Jay Castille, Lafayette City Parish Council

### ***2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility.***

The majority of the proposed project for Ernest J. Gallet Elementary (Phase I) is located on LPSS property with approximately 100 feet along La. 92 within LaDOTD right-of-way in the City of Youngsville. LaDOTD has issued the attached “letter of no objection” for the portion of the project along La. 92.

The attached letter indicates that LPSS will be responsible for the proposed sidewalk.

### ***3. Estimate the reoccurring funding required for the proposed project.***

There is no anticipated reoccurring funding for the proposed project other than routine sidewalk maintenance which is estimated to be minimal.

## Attachment C: MAPS, PLANS & PHOTOGRAPHS

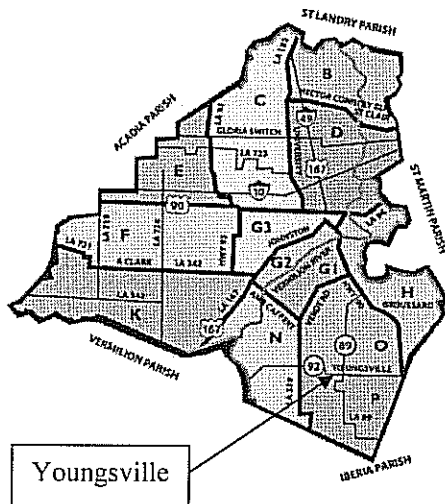
### Louisiana State Map



Lafayette Parish is one of the smallest parishes in Louisiana. Its current size and dimensions have been intact since 1823. It was named for the Marquis de Lafayette who fought in the American Revolution

The area prospered with agriculture and cattle until it was ravaged by both Yellow Fever and the Civil War in the mid-1800's. By 1881, the railroad came extending its route from New Orleans to Houston and the area once again began to grow and prosper. The name of Vermilionville was changed to Lafayette in 1884.

### Lafayette Parish Map



By 1908, this community had grown to village status. The village was named "Youngville," meaning young village, and incorporated.

Youngville has been the fastest growing town in Louisiana from 1990 to 2005. The population has increased by over 300%. Due to the tremendous growth, Youngville was declared a city by Governor Kathleen Blanco.

- B. EDUCATION** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

A transportation alternatives awareness campaign will be put on by the school to the students and parents in order to encourage walking and biking to school. Maps will be created with the Lafayette MPO's Sidewalk and Bike Path Inventory to show students routes to take to school. Teachers will be encouraged and supported to incorporate pedestrian activities into their educational programs; for example, a lesson on biology could be a "Walk Around the Human Body" activity or a lesson on mathematics looking at route distances, etc. Parents will also get information about the impact of the projects funded by the grant, and how the projects are making walking and biking to school a safe alternative to vehicle based transportation.

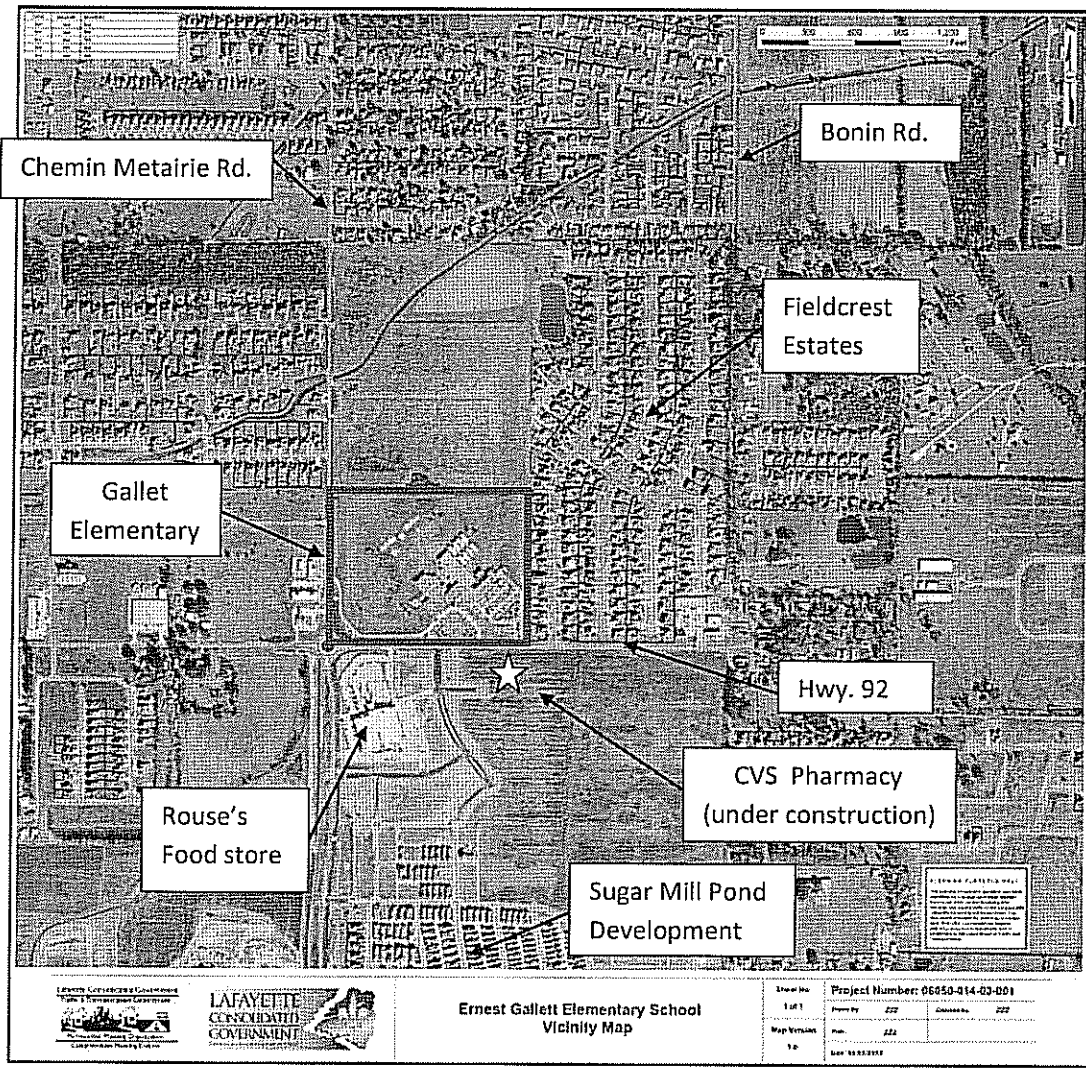
- C. ENCOURAGEMENT** - Using events and activities to promote walking and bicycling.

The schools will distribute encouragement materials to students to support walking and biking to school. There will also be events such as "Walk to School Day" and other educational opportunity events. The "Walk to School Day" will target the October 4<sup>th</sup> date in conjunction with the International Walk to School. The PTA will also host an educational event to inform parents about the Safe Routes to School program.

- D. ENFORCEMENT** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

A school zone enforcement task force could be implemented to target problem areas for the school, such as parking or excessive speeds. Approximately twenty percent of the respondents listed speeds as a safety issue impacting whether they would let their children walk to school. Another evaluation would look at whether, in addition to the speed limit being decreased, would vehicles continue to exceed the reduced speed limit.

The LPSS would like to fund a crossing guard training program. The course would cover proper crossing guard techniques, laws, policies, procedures, hazards, and safety issues.



*Figure 1 – Site Location*

Survey data collected from the parents of Ernest J. Gallet Elementary students indicate concerns about the high traffic volumes, high vehicle speeds, lack of shoulders, open ditch drainage and the lack of sidewalks accessing the school.



Expect Greatness, Ensure Success, This is what's happening at E.G.E.S.

Ernest J. Gallet Elementary  
2901 East Milton Avenue  
Youngsville, LA

### **Attachment A: PROBLEM IDENTIFICATION**

#### ***1. Identify any obstacles (physical or perceived) to walk and/or bike to school.***

Ernest J. Gallet Elementary, a school within the Lafayette Parish School System (LPSS) with an enrollment of 1027 students in grades pre-kindergarten through 5<sup>th</sup> grade, is located in located in Youngsville, Louisiana. There are currently no children walking or biking to school. Based on the school site assessment, the potential for improvement is great. Ernest J. Gallet Elementary is the largest elementary student body in Lafayette Parish with 1027 students. Youngsville is documented as being the fastest growing municipality in Lafayette Parish.

Ernest J. Gallet Elementary is located in the northeast quadrant of the intersection of La. 92 (E. Milton Avenue) and Chemin Metairie Road as shown in *Figure 1*. The bus and main entrance to the school is along La. 92 to the south and a parent pick up entrance drive is provided along Chemin Metairie Rd. to the west of the school. The school is bounded on the east by Fieldcrest Estates, a residential development with approximately 200 single family homes. The northern boundary of the school is currently undeveloped land with the potential for residential development.

In the area of the school, La. 92 is a two-lane roadway with no shoulders and open ditch drainage. The speed limit along La. 92 is 55 mph with a 45 mph school speed zone from the east (bus) driveway west to the newly constructed roundabout at Chemin Metairie Road. Chemin Metairie Rd. is also a two lane roadway with no shoulders and open ditch drainage. In the area of the school the speed limit along Chemin Metairie Rd. is 45 mph. with no school speed zone signing.

**Ernest Gallet Elementary School**

2901 East Milton Avenue

Youngsville, LA 70592

Phone (337) 856-1934 Fax (337) 856-1918

Phyllis Ledet  
Assistant Principal

Phyllis Landry  
Assistant Principal

Nicholas D. Thomas  
Principal

February 11, 2010

To Whom It May Concern:

Youngsville, Louisiana is one of the fastest growing cities in Louisiana. Ernest Gallet Elementary has been the focal point of this growth with several surrounding businesses and residential neighborhoods being erected within the past five years. Along with this growth has been increased enrollment at our school, increased traffic around our school, and a greater need for students to arrive and depart safely. The original car rider line was extended approximately two years ago but this expansion has not eradicated the problem of school traffic spilling over onto the main veins of traffic in the community.

We have consistently worked to resolve issues regarding traffic but still have great challenges. The Lafayette Consolidated Government is applying for a Safe Routes to School grant which could continue to address this problem. Viewing this opportunity from my frame of reference, I foresee a win/win situation for the students and the community of Youngsville. Currently we do not have any sidewalks or walkways that lead to Ernest Gallet Elementary. The proposal that is being set forth would create a safe route for the students in the Field Crest development to walk and ride bikes to school. Approximately six years ago parents attempted to walk their students to school but it proved to be unsafe and was therefore discontinued. However, a safe route to our school would provide the school with much needed relief in our car rider line, foster and promote a healthier lifestyle for our students, all while providing a safe and secure passage from home to school.

Ernest Gallet Elementary School supports the Lafayette Consolidated Government's application for the Safe Routes to School Grant.

Sincerely,



Nicholas Thomas, Principal

## *City of Youngsville*

P.O. Box 592  
305 Iberia Street  
Youngsville, Louisiana 70592  
(337) 856-4181 • Fax (337) 856-8863  
E-mail: [cityofyoungsville@cox-internet.com](mailto:cityofyoungsville@cox-internet.com)

MAYOR  
WILSON B. VIATOR, JR.

CHIEF OF POLICE  
EARL MENARD

CITY COUNCIL  
TIM BARBIER  
A. J. BERNARD, JR.  
BRENDA BURLEY  
PAUL HUVAL  
DIANNE MCCLELLAND

February 24, 2010

LA Department of Transportation  
Safer Route to School Program  
Section 82  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Attn: Shalanda Cole

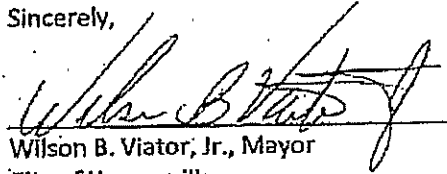
Dear Shalanda,

Youngsville is very excited about the possibility of receiving a grant to put in sidewalks that will connect Fieldcrest Subdivision and Ernest Gallet Elementary School. The city spent several thousands of dollars putting in new roads to handle the traffic created by parents bringing their children to school. Installing this sidewalk will result in a significant reduction of vehicular traffic during school rush hours. This sidewalk installation will allow students living in Fieldcrest subdivision to walk to Ernest Gallet Elementary School in a very safe manner.

I can assure you that this grant will be deeply appreciated by all the residents of Fieldcrest and the City of Youngsville. Thus, I join with the Youngsville City Council and all the citizens of Youngsville in support of this project.

If I can be of any further assistance, please don't hesitate to give me a call at (337) 856-4187 or email me at [cityofyoungsville@cox-internet.com](mailto:cityofyoungsville@cox-internet.com).

Sincerely,



Wilson B. Viator, Jr., Mayor  
City of Youngsville

WAV/bsj

*"We are an equal opportunity provider."*



February 11, 2010

To Whom It May Concern:

This is a letter of support for the Safe Routes to School grant application. The Safe Routes to School Grant will help improve the area around the school for teachers, children, parents and the surrounding community. There are no facilities around Ernest Gallet Elementary School for pedestrians. Currently, the line to pick up children increases every year and no matter how much the area is expanded, cars overflow onto the street. This has caused police to patrol the area and threaten to give parents tickets if they continue to wait on the street. The addition of sidewalks would provide children the opportunity to safely walk or ride a bicycle to school.

The PTO at Ernest Gallet Elementary School supports the Safe Routes to School grant. We believe that this would be in the best interest of the children of our school and we look forward to improvements.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ashley Zanco".

Ashley Zanco  
PTO President

● ● ●  
**DONNA VINCENT**

124 Fieldcrest Pkwy  
Youngsville, LA 70592

337-857-1641

2/11/10

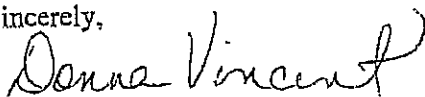
To Whom It May Concern:

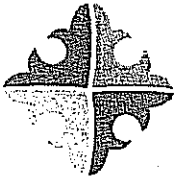
Although we live practically next door to the school, walking or bike riding have always been out of the question for our neighborhood children. Given that there are no sidewalks connecting our neighborhood to the school grounds and the enormous amount of traffic at the start and end of the school day, it is simply too unsafe.

As a parent of a fourth grader at Ernest Gallet Elementary, and a resident of Fieldcrest Neighborhood, I was excited to learn about the "Safe Routes to School" program. I am confident a nice, safe path would be well utilized by the many students that reside in the nearby neighborhoods thus reducing the amount of traffic.

Youngsville is a growing family community. We are blessed to have such a wonderful school. "Safe Routes to School" would definitely be an added bonus to our already desirable community.

Sincerely,

  
Donna Vincent



**LAFAYETTE**  
PARISH SCHOOL SYSTEM

BURNELL LEMOINE  
Superintendent  
P.O. Drawer 2158  
Lafayette, LA 70502  
337.521.7000  
www.lpssonline.com

February 12, 2010

Ms. Shalanda Cole, MBA  
Section 82  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

RE: Lafayette Consolidated Government's Application  
Safe Routes to School

Dear Ms. Cole:

This letter is to assure you of our School System's enthusiastic support of the Safe Routes to School grant filed on behalf of the Lafayette Consolidated Government. This grant would support our joint efforts to provide our children attending Ernest Gallet Elementary School with the safest path possible to school.

The Lafayette Parish School System and the Lafayette Consolidated Government have a strong relationship of long standing. In particular, we try to work together as closely as possible on issues of health and safety.

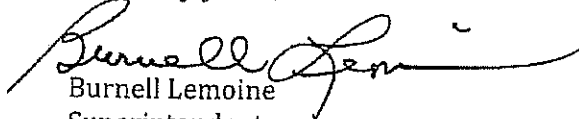
Our School Board and City-Parish Council meet jointly on a quarterly basis, and our staffs meet regularly to work on projects together. We believe that this cooperative relationship is in the best interest of the citizens of Lafayette Parish, whom we all serve. In particular, our transportation staffs meet jointly on a regular basis for trouble-shooting, problem solving and other cooperative endeavors.

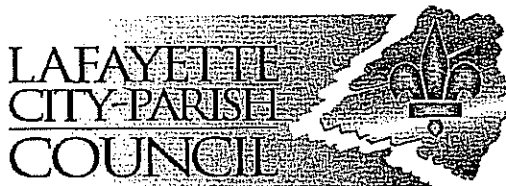
We appreciate your giving this grant your full consideration.

If you have any questions, please do not hesitate to contact me.

With kindest regards, I remain

Very truly yours,

  
Burnell Lemoine  
Superintendent



OFFICE OF THE COUNCIL

JAY CASTILLE  
CHAIR  
DISTRICT 2

February 26, 2010

\* KEITH J. PATIN  
VICE-CHAIR  
DISTRICT 8

PURVIS MORRISON  
DISTRICT 1

\* BRANDON SHELVIN  
DISTRICT 3

\* KENNETH P. BOUDREAUX  
DISTRICT 4

JARED P. BELLARD  
DISTRICT 5

\* SAM DORÉ  
LPUA CHAIR  
DISTRICT 6

\* DONALD BERTRAND  
LPUA VICE-CHAIR  
DISTRICT 7

WILLIAM G. THERIOT  
DISTRICT 9

NORMA A. DUGAS  
CLERK OF COUNCIL

\* LPUA Member

Ms. Shalanda Cole, MBA  
Section 82  
Louisiana Department of Transportation and Development  
State of Louisiana  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245

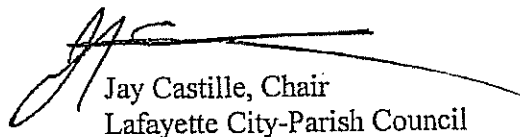
Ref. Safe Routes to School Grant Applications

Dear Ms. Cole:

The Lafayette Consolidated City-Parish Government and the Lafayette Parish School Board have established regular quarterly meetings, together, to discuss, coordinate and leverage resources to our common objectives. The safety and walkability of our parish are some of the objectives we share as local governmental subdivisions. The Safe Routes to Schools grant program provides us with a resource to demonstrate cooperation and coordination between our distinct jurisdictions. This letter is to serve as my support and endorsement of this application on behalf of the Lafayette City-Parish Council. The safety, walkability and accessibility of our children and their parents to area schools is a primary goal for the Lafayette Consolidated Government and the Lafayette Parish School Board.

I thank you for your consideration of this application and opportunity to further safe walkable routes to our area schools. If you have any questions or if I can be of any further assistance, please contact me at your earliest convenience.

Sincerely,



Jay Castille, Chair  
Lafayette City-Parish Council

cc: Melanie Bordelon, Planner II

**Melanie Bordelon**

---

**From:** Bill Fontenot [Bill.Fontenot@LA.GOV]  
**Sent:** Monday, February 22, 2010 8:36 AM  
**To:** Melanie Bordelon  
**Subject:** Fw: Safe Routes To School Program

Bill Fontenot  
District Engineer Administrator  
La. DOTD Acadiana Region  
P.O. Box 3648  
Lafayette, La. 70502  
337-262-6101  
337-280-8982

---

**From:** Ronald Bertinot  
**To:** Bill Fontenot  
**Sent:** Mon Feb 22 07:12:25 2010  
**Subject:** FW: Safe Routes To School Program

Bill – Please send to Melanie as part of her documentation to submit the permit Thanks - Ron

Melanie,

Teddy Babin and Ron Bertinot visited the site in Youngsville along LA 92 for the Safe Routes to School application for Gallet Elementary.

The department has no objection to the project. Teddy reviewed our project list for upcoming projects in that area and found none that would impact the proposed sidewalk project.

Thanks.

---

**From:** Dennis Babin  
**Sent:** Monday, February 22, 2010 6:47 AM  
**To:** Melanie Bordelon  
**Cc:** Ronald Bertinot; Shalanda Cole; Brian Parsons  
**Subject:** RE: Safe Routes To School Program

Melanie,

It can be as simple as an email that says something to the effect that: "We have reviewed the proposed project for a sidewalk along La. 92 near Gallet Elementary School in Youngsville and have no objection to this project."

If they so choose they can also mention that they support the project and the reason for their support, but that is not required.

If you need more information, please let me know.

Dennis W. Babin, P.E.

2/22/2010

SRTS Engineer  
(225) 242-4585

---

**From:** Melanie Bordelon [mailto:mbordelon@LafayetteLA.gov]  
**Sent:** Friday, February 19, 2010 5:02 PM  
**To:** Dennis Babin  
**Subject:** Safe Routes To School Program

Dennis,

I am working on a Safe Routes to School application for Gallet Elementary along La. 92 in Youngsville. I have been in contact with Ron Bertinot in the DOTD District office.

Do you have an example DOTD letter of "no objection" that he could use for our application?

Thank you for your help.

*Melanie*

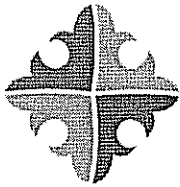
*Melanie Bordelon, Planner II  
Lafayette Consolidated Government Traffic & Transportation Dept.  
Metropolitan & Comprehensive Planning Div. 596  
P.O. Box 4017-C, Lafayette, LA. 70502  
Tel: (337) 291-8120  
Fax: (337) 291-8458*

*mail to: [mbordelon@LafayetteLA.gov](mailto:mbordelon@LafayetteLA.gov)*

Confidentiality Notice: This e-mail message, including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any receipt and/or response to this email may be considered a PUBLIC RECORD. If you have received this email in error, please notify the sender immediately. Any unauthorized review, use, disclosure, or distribution is prohibited.

Lafayette Parish Consolidated Government  
705 W. University Avenue  
Lafayette, LA 70506  
<http://www.lafayettela.gov>

2/22/2010



**LAFAYETTE**  
PARISH SCHOOL SYSTEM

February 26, 2010

RAMONA BERNARD  
Director  
Office of Risk Management  
P.O. Drawer 2158  
Lafayette, LA 70502  
337.521.7057  
mbernard@lpssonline.com

Melanie Bordelon  
Lafayette Consolidated Government  
Metropolitan & Comprehensive Planning  
PO Box 4017-C  
Lafayette, LA 70502

RE: Safe Routes to School Grant

Dear Melanie:

This letter is written to assist you in securing grant funding for the Safe Routes to School grant. We are hopeful that the Lafayette Consolidated Government (LCG) will be awarded this grant, which will benefit many of our youngest school children.

To that end, I am confirming that I have reviewed the grant application with our legal counsel and our Superintendent, and we are willing to agree to the maintenance of the sidewalks that LCG proposes to build on Lafayette Parish School System property at the school site of Duson Elementary School.

Should LCG be awarded this grant, we will secure the necessary approved resolutions or intergovernmental agreements required by the grant.

Sincerely,

Ramona A. Bernard

## **Attachment E: SURVEILLANCE AND EVALUATION**

The Lafayette Parish School System consists of 42 school sites and 4 other district facilities. The total square footage of all facilities is approximately 4 million square feet serving approximately 29,000 students in the 2008/2009 school year. There are currently 23 elementary schools, 11 middle schools, 6 high schools and 4 district administrative facilities.

Collaboration with the Lafayette Parish School System was critical in the process of determining which schools were to be selected for the Safe Route to School Grant and in monitoring projected outcomes.

Coinciding with LCG staff's initial review of SRTS for 2010, our current Parish leaders and community had supported the plan to hire CSRS to create a master plan for Lafayette Parish schools. Facilities master planning is a process aimed at encouraging school planning professionals to undertake a careful and detailed examination of all the factors involved in planning, building, and managing a school. The creation of safe routes for elementary and middle school students dovetailed perfectly in terms of the evaluation process.

The CSRS evaluation process included community meetings, individual surveys and consensus surveys. The following question regarding ability for students in elementary, middle and high school to walk to school:

“Given good walking conditions, how close to each student’s home would the campus need to be located to walking an option?” The check box options give the participant a place to indicate: 0-1/4 mile, 1/4-1/2 mile, 1/2-1 mile, and 1-1 & 1/2 miles.”

Results of the CSRS survey and subsequent meetings indicate that for elementary school students, 74% of the respondents agreed that students living within 0 – ¼ miles of a school should be able to walk to school given good conditions.

Survey comments included:

- There is always room on a bus as it arrives at school
- Safety is a big concern
- Safety is key
- With sidewalks and crossing guards, as well as protected school zones

This information will play an important role in our plan for measuring success as it will document the pre-construction data.



Along with this documentation will be the surveys that were filled out by parents of the children from Ernest J. Gallet Elementary. (The results are documented in Attachment A: PROBLEM IDENTIFICATION)

Post-construction documentation will include:

- The PTO will collaborate with LCG with the post data collection regarding the increased percentage of children walking and biking to school.
- Parents with personal vehicles that are currently transporting children to and from school will also be counted. The results are expected to be a reduction of use in personal vehicles reflecting the increasing number of children walking or biking.
- Traffic speeds will be checked before and after “Integrated Paving Concepts” (coating & thermoplastic for asphalt surfaces) has been installed. The location of the bus entrance was selected to increase driver’s attention and promote traffic calming in this area.

## Attachment F Project Costs

PHASE 1: ERNEST GALLET 5 FOOT SIDEWALK INSTALLATION COST ESTIMATE					
ITEM	DESCRIPTION	QUANTITY	UNIT MEASURE	UNIT PRICE	COST
1	CLEARING AND GRUBBING	0.22	ACRE	\$2,000.00	\$440.00
2	REMOVAL OF CURBS (CONCRETE)	10	LINEAR FOOT	\$9.00	\$90.00
3	STORM DRAIN PIPE (24" RCP)	100	LINEAR FOOT	\$70.00	\$7,000.00
4	DROP INLETS	2	EACH	\$3,000.00	\$6,000.00
5	5' WIDE CONCRETE WALK (4" THICK)	350	SQUARE YARD	\$47.00	\$16,450.00
6	A-4 FILL DIRT	100	CUBIC YARD	\$11.00	\$1,100.00
7	RELOCATE SOLAR SCHOOL FLASHER ASSEMBLY	1	EACH	\$3,000.00	\$3,000.00
8	30 GALLON TREES INSTALLED (10-12' Tall)	15	EACH	\$250.00	\$3,750.00
9	INTEGRATED PAVEMENT DESIGN	1	EACH	\$5,000.00	\$5,000.00
9	HYDRO-SEEDING	0.15	ACRE	\$4,000.00	\$600.00
10	CLASS A CONCRETE (RETAINING WALL) CLASS A CONCRETE (FOOTING) DEFORMED REINFORCING STEEL	80	LINEAR FOOT	\$325.00	\$26,000.00
	CONSTRUCTION ITEM SUB TOTAL				\$69,430.00
11	TEMPORARY SIGNS AND BARRICADES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,943.00
12	MOBILIZATION	PERCENTAGE	PERCENTAGE	6% OF SUB TOTAL	\$4,165.80
13	CONSTRUCTION LAYOUT	PERCENTAGE	PERCENTAGE	2% OF SUB TOTAL	\$1,388.60
14	ENGINEERING	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,943.00
15	SURVEYING, TESTING, INSPECTING	PERCENTAGE	PERCENTAGE	12% OF SUB TOTAL	\$8,331.60
16	RELOCATION OF UTILITIES AND MISC	PERCENTAGE	PERCENTAGE	8% OF SUB TOTAL	\$5,554.40
17	ENVIRONMENTAL	PERCENTAGE	PERCENTAGE	4% OF SUB TOTAL	\$2,777.20
18	CONTINGENCIES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,943.00
TOTAL INFRASTRUCTURE COST					\$112,476.60

### Non-infrastructure Cost Estimate

ERNEST J. GALLET NON-INFRASTRUCTURE COST ESTIMATE

ITEM	DESCRIPTION	COST
1	PROMOTIONAL/INCENTIVE ITEMS	\$3,000.00
2	ENFORCEMENT TASK FORCE	\$1,000.00
3	CROSSING GUARD TRAINING	\$1,000.00
TOTAL NON-INFRASTRUCTURE COST		\$5,000.00

### TOTAL

ERNEST J. GALLET - SAFE ROUTES TO SCHOOL GRANT TOTAL

DESCRIPTION	COST
INFRASTRUCTURE	\$112,476.60
NON-INFRASTRUCTURE	\$5,000.00
SAFE ROUTES TO SCHOOL GRANT TOTAL	\$117,476.60

### Attachment G: BONUS SECTION

The work proposed in this Safe Routes to School application for Ernest J. Gallet Elementary is the initial phase of a multi-phased project to provide pedestrian/bike access to the school. As shown in the *Proposed Sidewalk Plan* in Attachment C, the proposed project also includes extending the sidewalk eastward along La. 92 and connecting to cul-de-sacs in Fieldcrest Estates subdivision as well as extending a shared pedestrian/bike path to the north to provide additional connectivity to Fieldcrest Estates and to proposed residential development to the north of the school.

The proposed shared pedestrian/bike path to the north would provide a separate path tying to an existing sidewalk stub-out in Fieldcrest Estates. It would also tie to proposed residential development to the north of the school site. Eventually, the path is planned to be extended to the north to the playground area to the northeast of Fieldcrest Estates and other residential developments to the north. The proposed path will extend through currently undeveloped property. As the property develops, the proposed path could be included in the development plans.

Cost estimates for Phases II and III are shown in *Figure 9*. Additional photos of the proposed sidewalk plan are included in this section.

While there is currently no time table or funding for Phases II and III, potential funding sources include:

- Local School Board Capital Improvement funds
- School Board Maintenance funds
- City-Parish Public Works Department Capital Improvement funds
- Louisiana's Local Road Safety funds
- DOTD Enhancement Grant funds
- City-Parish Traffic Engineering
- Louisiana Highway Safety Commission funding
- Police/Sheriff's Department
- PTO fundraising efforts
- Special license plate fee (ex. Safe Kids for Lafayette)

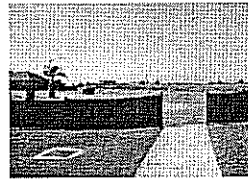
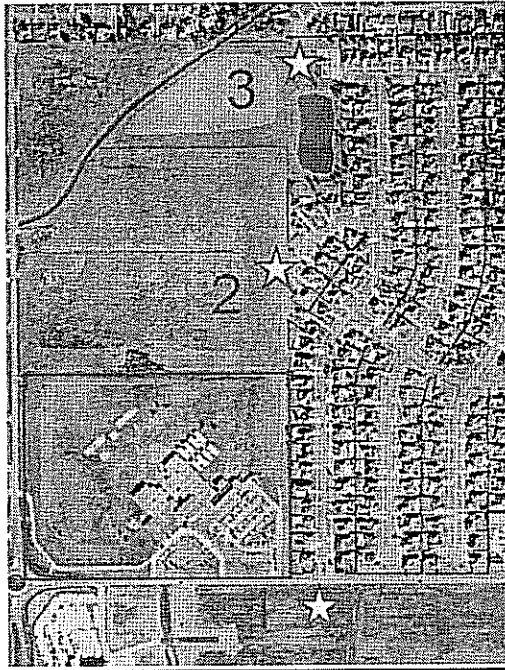
**Figure 9 – Phase II and III Cost Estimates**

PHASE 2: ERNEST GALLET 5 FOOT SIDEWALK INSTALLATION COST ESTIMATE					
ITEM	DESCRIPTION	QUANTITY	UNIT MEASURE	UNIT PRICE	EXTENSION
1	CLEARING AND GRUBBING	0.25	ACRE	\$2,000.00	\$500.00
2	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	20	LINEAR FOOT	\$10.00	\$200.00
3	REMOVAL OF CURBS (CONCRETE)	10	LINEAR FOOT	\$9.00	\$90.00
4	REINSTALL FENCE	20	LINEAR FOOT	\$11.00	\$220.00
5	5' WIDE CONCRETE WALK (4" THICK)	400	SQUARE YARD	\$47.00	\$18,800.00
6	HYDRO-SEEDING	0.17	ACRE	\$4,000.00	\$680.00
7	TEMPORARY SIGNS AND BARRICADES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$2,049.00
8	MOBILIZATION	PERCENTAGE	PERCENTAGE	6% OF SUB TOTAL	\$1,229.40
9	CONSTRUCTION LAYOUT	PERCENTAGE	PERCENTAGE	2% OF SUB TOTAL	\$409.80
10	ENGINEERING	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$2,049.00
11	SURVEYING, TESTING, INSPECTING	PERCENTAGE	PERCENTAGE	12% OF SUB TOTAL	\$2,458.80
12	RELOCATION OF UTILITIES AND MISC	PERCENTAGE	PERCENTAGE	8% OF SUB TOTAL	\$1,639.20
13	ENVIRONMENTAL	PERCENTAGE	PERCENTAGE	4% OF SUB TOTAL	\$819.60
					\$20,490.00

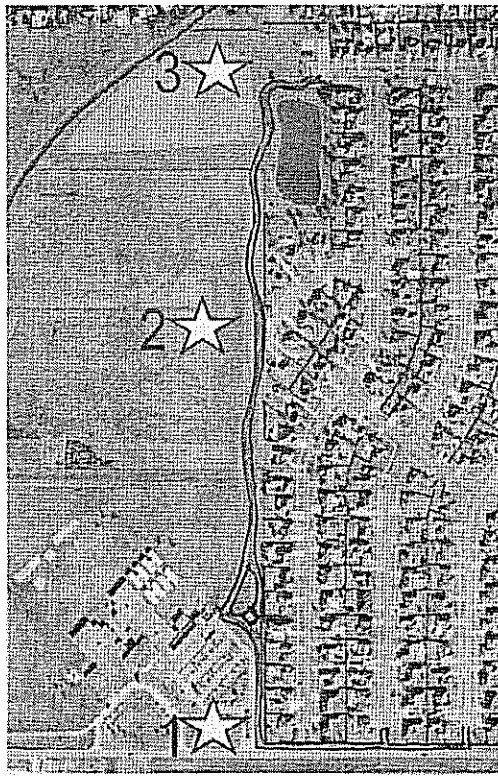
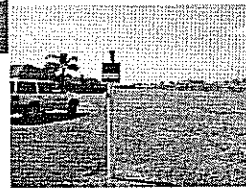
14	CONTINGENCIES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$2,049.00
TOTAL \$					\$33,193.80

PHASE 3: ERNEST GALLEY 5 FOOT SIDEWALK INSTALLATION COST ESTIMATE						
ITEM	DESCRIPTION	QUANTITY	UNIT MEASURE	UNIT PRICE	EXTENSION	
1	CLEARING AND GRUBBING	0.45	ACRE	\$2,000.00	\$900.00	
2	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	20	LINEAR FOOT	\$10.00	\$200.00	
3	REINSTALL FENCE	20	LINEAR FOOT	\$11.00	\$220.00	
4	5' WIDE CONCRETE WALK (4" THICK)	725	SQUARE YARD	\$47.00	\$34,075.00	
5	HYDRO-SEEDING	0.3	ACRE	\$4,000.00	\$1,200.00	
6	CLASS A CONCRETE (RETAINING WALL) CLASS A CONCRETE (FOOTING) DEFORMED REINFORCING STEEL	90	LINEAR FOOT	\$325.00	\$29,250.00	\$65,845.00
7	TEMPORARY SIGNS AND BARRICADES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,584.50	
8	MOBILIZATION	PERCENTAGE	PERCENTAGE	6% OF SUB TOTAL	\$3,950.70	
9	CONSTRUCTION LAYOUT	PERCENTAGE	PERCENTAGE	2% OF SUB TOTAL	\$1,316.90	
10	ENGINEERING	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,584.50	
11	SURVEYING, TESTING, INSPECTING	PERCENTAGE	PERCENTAGE	12% OF SUB TOTAL	\$7,901.40	
12	RELOCATION OF UTILITIES AND MISC	PERCENTAGE	PERCENTAGE	8% OF SUB TOTAL	\$5,267.60	
13	ENVIRONMENTAL	PERCENTAGE	PERCENTAGE	4% OF SUB TOTAL	\$2,633.80	
14	CONTINGENCIES	PERCENTAGE	PERCENTAGE	10% OF SUB TOTAL	\$6,584.50	
TOTAL \$					\$106,668.90	

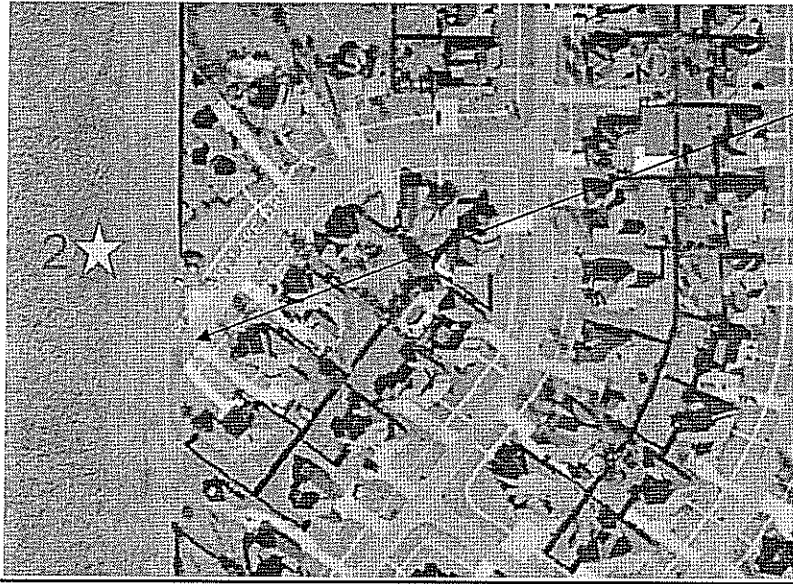
*Conceptual Images of Phase II and Phase III*



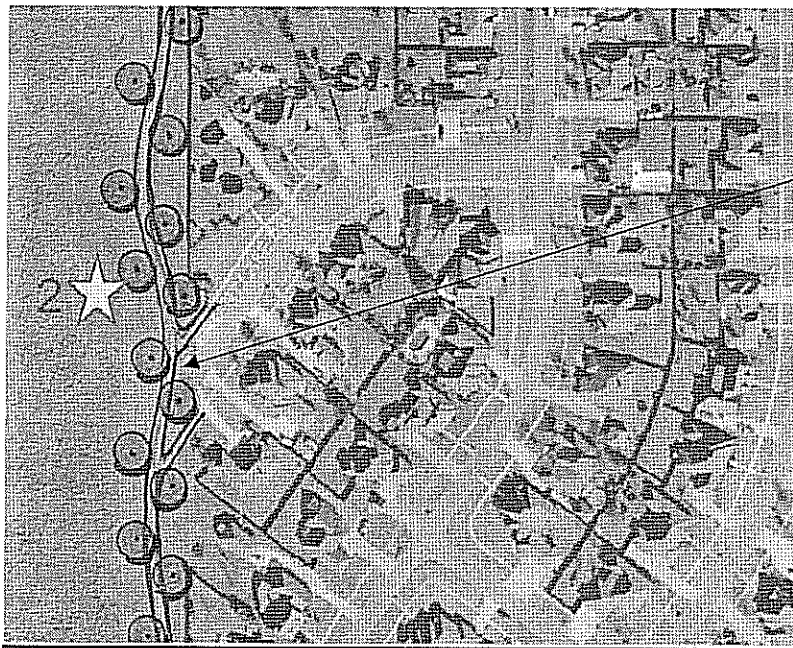
**Opportunity  
for  
Connection...**



An easement along the eastern property line would allow a second phase sidewalk to be built. It could provide an important connection for the developments that are north and northwest of Gallet Elementary.



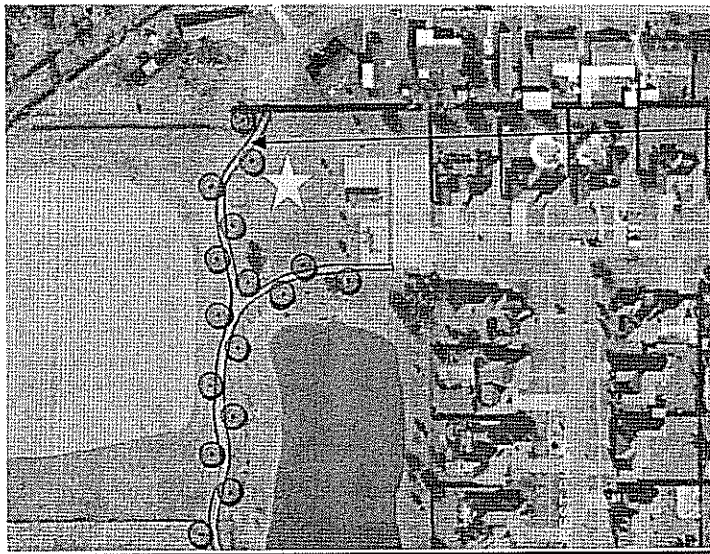
Existing potential connections  
for Phases II and III



Proposed sidewalk location in  
existing utility easement

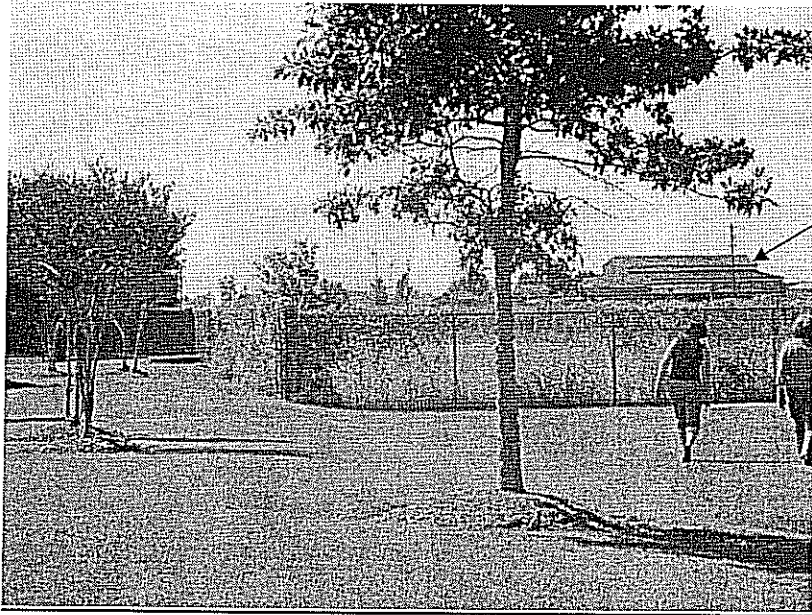


Existing neighborhood park  
potential connections for  
Phases II and III



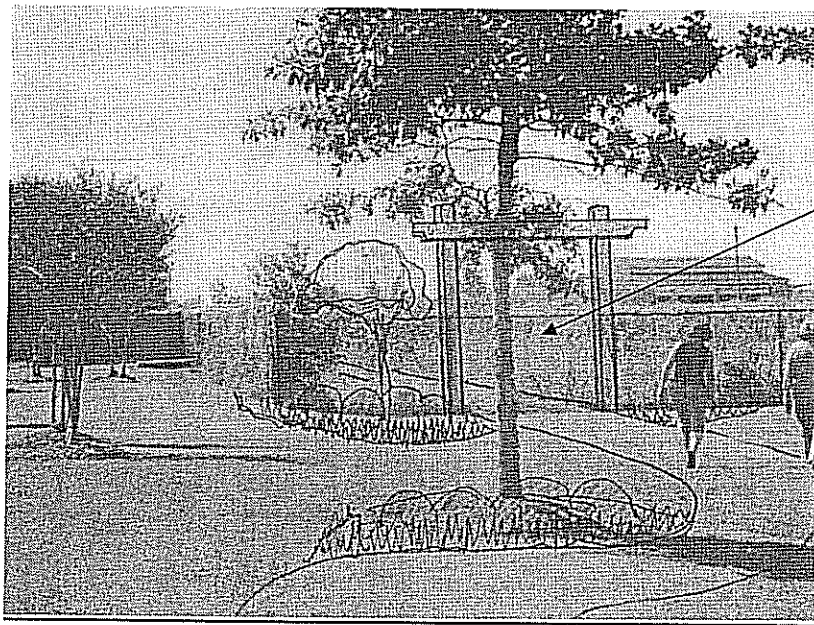
Proposed sidewalk location to  
existing park and possibly  
neighborhood to the north





Gallet Elementary  
¼ mile walking  
distance

Existing view from Neighborhood  
Park at Fieldcrest (north) to Gallet

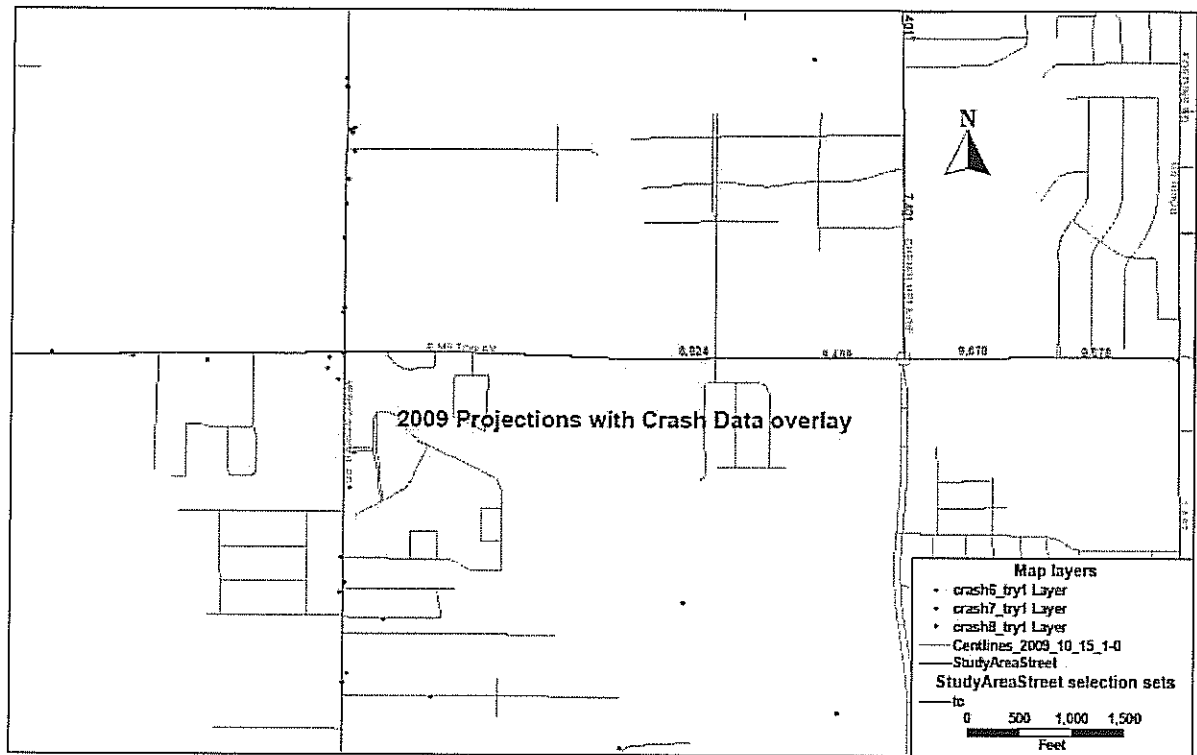


Proposed utility easement for  
sidewalk location

Proposed conceptual view from  
Neighborhood Park at Fieldcrest  
(north) to Gallet



## 1. Crash Data: Lafayette MPO 2009 Projections



## 2. SAFE ROUTES TO SCHOOL – SCHOOL ASSESSMENT

### *On - Site:*

- Existing sidewalks & width
- Driveways
- Bus loading areas
- Parent drop off areas
- Teacher parking
- Visitor parking
- Existing sidewalks
- Bike Racks (if any)
- Existing walking/biking patterns
- Wheelchair ramps
- Crossing guard locations
- Sight distance restrictions
- Access gates
- School demographics
- Hours of operations
- Operational concerns

### *Off - Site:*

- Existing sidewalks & width
- Existing crosswalks
- Student population areas
- Crossing guard locations
- Existing walking patterns
- School zones and speed limits
- School related signing and striping
- Pedestrian signals/push buttons
- Sight distance restrictions
- Existing right-of-way
- Major “road blocks” such as coulees, major cross-streets, etc.
- Wheelchair Ramps

### *Discuss with Administration*

- Administration traffic operation concerns
  - Driveway locations
  - Bus/parent pick-up loading/unloading areas
  - Traffic conflicts
- Explain Safe Routes to School program
  - The 4 E’s
    - Education
    - Engineering
  - Infrastructure/Non-infrastructure components
  - Grant evaluation criteria
  - Participation of school in the grant application process
- Endorsements
  - School
  - PTA/PTO
  - School Board
  - Walker/biker conflicts with other school traffic
  - Neighborhood walking patterns
  - Encouragement
  - Enforcement
  - Lafayette Consolidated Government
  - Lafayette MPO

- Identify possible non-infrastructure projects
  - Walk/bike to school incentives
  - Development and publication of maps of walking/biking routes
  - Walking school bus coordination
  - Pedestrian/bike safety classes
  - Pedestrian/bike safety classes/activities within the school curriculum
  - Publicity for walk to school days or safe routes to schools program

### 3. Student Travel Survey

#### Parent Travel Survey



"Safe Routes to School"



LAFAYETTE  
PARISH SCHOOL SYSTEM

**Dear Parents:** In an effort to improve traffic safety in and around our schools, we are looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your answers to the following questions and return to school as soon as possible.

1. Your child is: Male: \_\_\_\_\_ Female: \_\_\_\_\_ Age: \_\_\_\_\_ Grade: \_\_\_\_\_
2. Approximately how far do you live from your child's school ?  
1/2 mile or less \_\_\_\_\_, 1/2 mile to 1 mile \_\_\_\_\_, between 1 and 2 miles \_\_\_\_\_, over 2 miles \_\_\_\_\_
3. How do you usually go to and from school ? school bus \_\_\_\_\_, car \_\_\_\_\_, walk \_\_\_\_\_, bicycle \_\_\_\_\_, city bus \_\_\_\_\_, other (please explain) \_\_\_\_\_
4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school ? Please check as many as would apply.

- |  |   |
|--|---|
| _____ Lived closer to school   | _____ Had specified walk and bike routes                                  |
| _____ Could walk with mother or father                                     | _____ The school provided bike racks                                      |
| _____ Could walk with other kids   | _____ There were fewer cars along route                                   |
| _____ Had bike / walk safety classes                                       | _____ Additional School Zone flashing lights                              |
| _____ Speed limits strictly enforced                                       | _____ School "Speed Zones" were expanded                                  |
| _____ Street lighting were provided  | _____ There were better sidewalks   |
| _____ Could walk with adult or police presence along walk routes to school | _____ Crossing guards were provided at busy intersections along the route |

5. Please describe specific safety problems of concern to you in your neighborhood or around your child's school (i.e. Broken sidewalks, crime areas, high speed vehicles, etc) and indicate the street location :

---

---

---

TEACHER'S NAME: \_\_\_\_\_ DATE: \_\_\_\_\_